

Meeting Notes

Transportation & Land Use Work Group #3

November 5, 2:30 – 4:00

City-County Building Rm. 656

Attendees:

- Madeleine Weil, City
- Beth Reed, City
- Kelley Segars, TPO
- Ellen Zavisca, TPO
- David Reister, Sierra Club
- Amy Brooks, TPO
- Jonathan Overly, ETCFC
- Joe Hultquist, City Council

Inventory update provided

Review of Transportation / Land Use practices from other jurisdictions

- Los Angeles, CA: Strategies for encouraging government employees to reduce single-occupancy vehicle commutes.
- Santa Monica, CA: Employers with 50 employees or higher submit employee trip reduction plan. If employer provides parking, they must provide parking cash-out.
- Boulder, CO: High frequency, inexpensive shuttles serve employees and residents.
- Santa Barbara, CA: Provided ample bike parking, heavy promotion of walking as transportation mode.
- Portland, OR: Car-share companies. Discussion – recent merger of Zipcar and Flexcar may change company's calculus about smaller markets like Knoxville. UT Campus may be economical location.
- Denver, CO: National model for Green Fleet Policy. Fuel-efficiency standards added to procurement specifications, departments must purchase most cost-effective and lowest emission vehicle that will meet operating requirements.
- Minneapolis, MN: Anti-idling policy for city vehicles with temperature trigger provisions. Discussion – KAT is instituting anti-idling policy for buses using new transit station. Misconceptions persist about the need for engines to warm-up.
- Lancaster, CA: Impact fees charged to cover public costs of utility & sewer extensions to developments far outside the urban core. Provides disincentive for sprawl.
- San Francisco, CA: Transit impact development fee charged to new office buildings downtown to cover costs of expanded public transportation.
- Seattle, WA: Development and implementation of comprehensive biking plan.
- Denver, CO: Transit oriented development plan. Discussion – TOD particularly important for low-income developments, though market tends to drive high-end TOD. Atlanta Regional Commission provides grants to affordable mixed-use, transit accessible developments.

Discussion of work group member-submitted proposals

[Transit Oriented Development Program – presented by Amy Brooks, TPO](#)

- Policies that encourage compact development supportive of transit, walking, biking.

- Transit Development Plan will provide foundation for TOD – \$30K project will recommend ways to better support transit through development regulations or incentives, set up review of projects with eye to “complete streets.”
- Steps: identify transit-supportive corridors, secure private & public investments at key locations, development review along key corridors, outreach & education.
- Funding – most federal dollars are flexible. Discussions ongoing at national level about whether to revise SAFET-LU or scrap it and start over.
- TPO is working on scenarios planning – new travel demand model will integrate land-use planning and transit demand. Can estimate mode-shifts expected from infill development.
- Charlotte, NC has referendum to repeal transit sales tax on 11/06. Tax has supported TOD and transit system expansion. Note – referendum to repeal failed. 70% of voters supported keeping the tax.

[Alternative Fuel Options – presented by Jonathan Overly, ETCFC](#)

- City already using B20 in all diesel equipment (estimated 15% life-cycle CO2 reduction). Potential for using higher blends in summer months.
- Use E10 in gasoline fleet vehicles – explore purchasing cellulosic ethanol from Mascoma plant to be available summer of 2009. Use E85 where feasible.
- City-wide opportunities include promoting B20/E10/E85 use, increasing availability at public stations, consider supporting city-wide or state-wide mandate for B2/B5 or E10.
- Mascoma plant needs feedstock – 8,000 acres of switchgrass.
- State offering funds for local fuel suppliers to install alternative fueling stations. City could help promote availability of funds.
- Waste oil collection for biodiesel production – restaurant community could organize. Entrepreneurial interest exists.

[Smart Trips Program – presented by Kelley Segars, TPO](#)

- Goals: reduce fuel consumption, improve air quality, reduce transportation expenses by increasing the number of people who carpool, take transit, bike, walk or telecommute instead of drive alone to work.
- TPO has full-time outreach coordinator to help develop trip reduction programs. Currently 31 employers participate in Knox County, but participation levels vary greatly.
- City could expand its own participation in Smart Trips by offering employees additional incentives and by promoting the program more aggressively.
- City could implement city-wide Transportation Demand Management strategies, models in place in many other jurisdictions, i.e. enact ordinance to require companies to participate in trip reduction programs to combat poor air quality and traffic congestion.

[Other Discussion](#)

- City Council just passed resolution establishing a Transportation & Mobility Committee. Two efforts seen as supporting one another. Council's committee intended to be long-term, look beyond energy impacts.
- Madeleine and Beth will meet with City Fleet Managers.

Next Meeting: November 29th, 9:30-11:00, Rm. 656 City-County Building.